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Generation and characterization of T40/A5754 interfaces with lasers

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Abstract

Laser-induced reactive wetting and brazing of T40 titanium with A5754 aluminum alloy with 1.5 mm thickness was carried out in lap-joint configuration, with or without the use of Al5Si filler wire. A 2.4 mm diameter laser spot was positioned on the aluminum side to provoke spreading and wetting of the lower titanium sheet, with relatively low scanning speeds (0.1 to 0.6 m/min). Process conditions did not play a very significant role on mechanical strengths, which were shown to reach 250-300 N/mm on a large range of laser power and scanning speeds. In all cases considered, the fracture during tensile testing occurred next to the TiAl_3 interface, but in the aluminum fusion zone. In a second step, we have investigated the interfacial resistance with the LASAT bond strength tester, based upon the generation and propagation of laser-induced shock waves. This allowed us estimating a uniaxial bond strength of 0.68 GPa for the T40/A5754 interface under dynamic loading conditions.

Introduction

The dissimilar joining of titanium and aluminum, despite many potential applications in several industries, is usually restrained by the bad metallurgical compatibility of the two materials, which exhibit a limited solubility of titanium in aluminum solid solution and the extensive formation of brittle intermetallic compounds such as TiAl_3 as indicated by Gupta et al. (2003). This is particularly true when joining is carried out in liquid regime which promotes Ti-Al inter-diffusion. For this reason, many recent investigations like Chen et al. (2009-1) or Liao et al. (2010) have considered Ti-Al joining at a solid state with friction stir welding. Similarly, Kahraman et al. (2007) have carried out successfully explosive bonding assemblies without fusion of the metals. Other trials have used brazing processes where the titanium side is kept solid whereas only the aluminum side is molten. For instance, Chen et al (2009-2)

have proposed a specific Y-shape configuration for assembling Ti6Al4V and Al6Mg alloy with laser in welding-brazing regime whereas Ma et al. (2013) have carried out tungsten arc butt-joining with Al-Si filler wire. Considering brazing processes, many factors need to be addressed: (1) some of them concern the wettability of titanium by liquid aluminum pools and the potential influence of non-melted Al_2O_3 oxides floating on the melt-pools spreading, (2) other ones come from the influence of the TiAl_3 interfacial layer thickness on final mechanical resistance. Preliminary investigations like those by Chen et al. (2009-2) have pointed out the detrimental effect of intermetallic (IM) thicknesses superior to 5 μm on interfacial strength. However, as homogeneous IM layers are usually required for enhancing mechanical behavior, this implies the generation of homogeneous temperature profiles $T=f(x, y, t)$ between solid titanium and liquid aluminum, with well-controlled temperature levels to favor Ti to Al diffusion, without promoting Ti fusion. In this context, lasers appear to be promising candidates for brazing Ti with Al, because of the large range of beam shapes (circular, rectangular) and spatial profiles (uniform, top-hat, annular) that allow optimizing interfacial conditions by selecting optimal heat source amplitude and distribution.

Usually, brazing was carried out with a classical conduction regime. However, with the objective of increasing the scanning speed, Kreimeyer et al. (2005) have optimized butt-brazing of 2 mm-thick Ti6Al4V to AA6016 sheets with the use of a laser-induced key-hole positioned in the aluminum side, without using fluxing of the interface, and with laser offsets of 0.3 to 1 mm. With the use of a combined numerical-experimental approach, they have also defined an optimum process window to induce sufficiently thick (0.7-1.5 μm) TiAl_3 intermetallic phases in key-hole regime. Similar experiments were shown recently by Song et al. (2013) considering a AA6061 alloy. In both cases, they have obtained 10 % lower mechanical resistance during tensile testing than the base aluminum alloy. More complex geometrical configurations were also tested. For instance, Vaidya et al. (2010) have also considered a butt-brazing condition, but with specifically designed u-shape AA 6056 samples, and a split-beam laser brazing to ensure a symmetrical contact with Ti6Al4V sheets. Last, Chen et al (2009) have investigated the effect of a rectangular laser spot on the dissimilar assembly of Ti6Al4V to 5A06 with V-shape groove and Al12Si eutectic filler wire. In this condition, the molten filler wire wets the titanium side and is mixed with the aluminum molten side to form a brazing-welding process.

In all the studies available in the literature, the interfacial layer between Al and Ti was formed by a near stoichiometric TiAl_3 serrated intermetallic with the possible occurrence of more complex compounds such as $\text{Ti}_7\text{Al}_5\text{Si}_{12}$ when additional Al-Si material was used during the welding-brazing process, as evidenced by Chen et al. (2011).

Following these works, we have selected a rather simple lap-joint configuration to form Ti/Al interfaces by a laser-induced melting in conduction regime (\approx without key-hole formation), at relatively low scanning speed in order to favor liquid aluminum – solid titanium inter-diffusion. We also have selected two materials: a low alloyed T40 titanium alloy, and an Al-Mg alloy (A5754) for which no preliminary study on Ti/Al joining exists. Moreover, and for the first time, such Ti/Al interfaces were used for testing the LASAT bond strength technique on dissimilar joints.

1. Materials and experimental conditions

1.1. Materials

T40 titanium alloy (Ti-0.1 Fe – 0.01 N) and A5754-H111 (Al-3.2 Mg-0.4 Fe- 0.4 Si- 0.5 Mn- 0.3 Cr) aluminum alloy were selected to evaluate the potential of the laser-induced reactive wetting technique in overlap condition, with or without using A4043 (Al-5Si) filler wire. 100 mm x 100 mm x 1.5 mm sheets

were used for assemblies, with a 1.2 mm diameter wire for A4043. Thermo-physical properties of the three alloys considered are presented here below (table 1).

	T_F (K)	C_p (J/kg.K)	ρ (kg/m ³)	k_0 (W/m.K)	YS (MPa)	UTS (MPa)	E (GPa)
T40	1930	453	4420	25	350	450	104
A5754	900	628	2690	90	110	208	70
A4043	820	628	2710	100	120	240	69

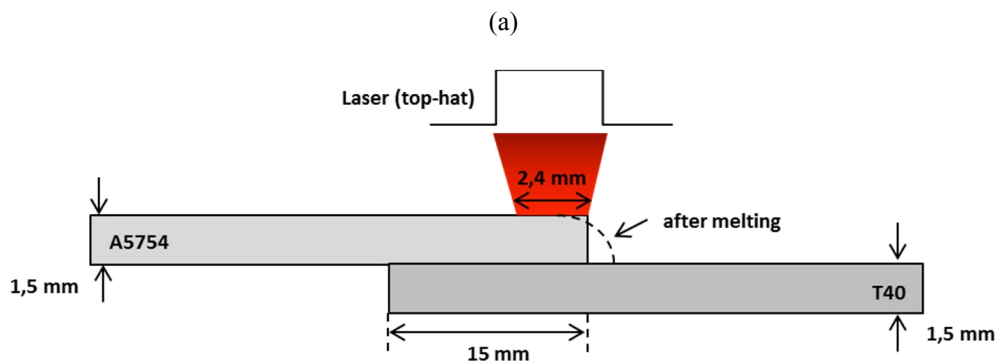
Table 1 : thermo-physical and mechanical properties of T40 titanium alloy and AA 5754 aluminium alloy

1.2. Laser brazing conditions

Ti to Al assemblies were carried out in overlap condition, with a 15 mm overlap between aluminum and titanium, and the aluminum sheet positioned on top of the titanium (Figure 1). A 2.4 mm top-hat laser irradiation (10 kW Yb : YAG disk laser operating at 1.03 μ m), obtained with a 0.4 mm optical fiber, and a factor-6 magnification (100 mm collimating lens, and 600 mm focusing lens) was used to melt the aluminum, and make it spread on the titanium surface. A vertical clamping applied on two points was used in order limit deformations occurring during the brazing process, and to ensure as good as possible thermal contact between the two overlapped sheets. Prior to welding, both titanium and aluminum surfaces were fluxed to improve wetting phenomena and enhance Ti to Al diffusion by provoking a reduction of alumina Al_2O_3 . This global approach is rather similar to the one used in a previous publication by Peyre et al. (2007) on aluminum-steel joining. Most of the assemblies were carried out without additive material, but a few tests were made with Al-5Si (5043) filler wire to estimate the influence of Si on interface formation. Experimental conditions are summarized in Table 2. To improve laser-Aluminum coupling and increase the absorptivity at $\lambda=1.03 \mu$ m, a 5-10 μ m organic black paint was sprayed on the top aluminum surface. With the back paint, the absorptivity was estimated to increase from 5 % to 40 %. After welding, the remaining black paint was removed with ethanol. A volume energy density ϕ/V (J/m³) (with $\phi = P/S$ and S = laser spot area (m²)) was considered as a major contributor to local heating and interface formation. Last, CCD camera observation of the welding scene was carried out at relatively low frequencies (100-200 Hz) with a Pixel Link camera, with the main objective of analyzing aluminum spreading.

	P (W)	V (m/min)	ϕ/V (J/m ³)	V_{wire} (m/min)
Without filler wire	1500 - 4000	0.1 - 0.5	8.3 to 20.10 ¹⁰	-
With A4043 filler wire	2000 - 2500	0.3 - 0.4	8.9 to 11.10 ¹⁰	1 - 2.6

Table 2 : Experimental laser brazing conditions



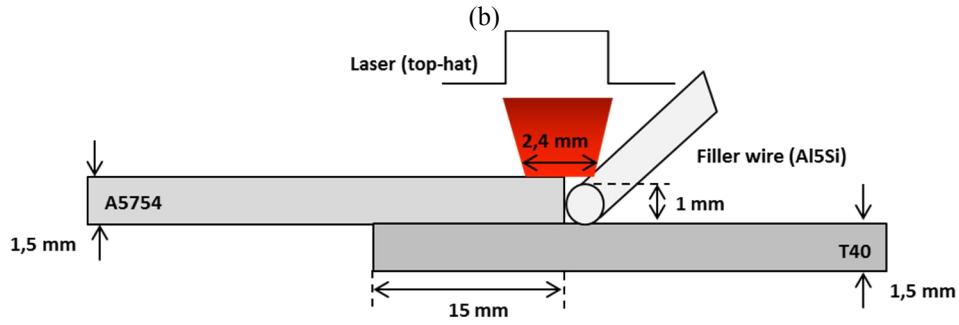


Figure 1: Schematic drawing of the experimental joining conditions (a) without filler wire, (b) with filler wire

1.3. Metallurgical and mechanical analysis of assemblies

After brazing, assemblies were analyzed as follows: (1) image scanning of the front and back surface of joints, (2) preparation of metallurgical cross-sections perpendicular to the joints, (3) analysis of joints and interfaces with optical and electronic microscopy (SEM-FEG Hitachi 4800 II), (4) Vickers hardness tests were carried on cross sections with a 100 g load, (5) tensile tests at $d\varepsilon/dt = 10^{-3} \text{ s}^{-1}$ on 20 mm wide samples (on each assembly, two tensile samples were machined), (6) SEM analysis of fractures surfaces.

1.4. The LASAT bond test

To investigate further the mechanical resistance of joints, a novel LASAT bond analysis technique, using laser-induced shock waves, was carried out. This recently developed technique, already tested by Berthe et al. (2011) for evaluating the bond strength of paints or ceramic coating, was applied for the first time to the characterization of dissimilar weld joints. The basic principle of LASAT test is to generate a uniaxial tensile stress near the Al-Ti interface by imparting a laser-induced shock wave at the surface of the titanium sheet with the use of a nanosecond pulsed laser (Continuum Powerlite Plus, 1.5 J – 10 ns – 10 Hz) operating in the 1-10 GW/cm² range, and using the crossing of incident and reflected release waves to induce a high level tensile state susceptible to break the interface above a threshold stress value σ_{th} . In turn, this technique allows obtaining the uniaxial bond strength under dynamic loading (near 10^6 s^{-1}). Additionally, with the use a VISAR (Velocity Interferometer System for Any Reflector) device composed of a laser beam probe and of a Michelson interferometer, it allows measuring free velocities U_f (m/s) behind Ti/Al joints. This provides information about preliminary de-bonding phenomena that modify velocity time profiles $U_f=f(t)$.

Moreover, finite element simulations of shock wave propagation in the Ti/Al system were carried out on AbaqusTM 6.9 explicit software, in order to determine numerically interfacial stresses $\Sigma=f(t)$. The laser-induced pressure loading applied on the T40 side was considered as a non-uniform spatial distribution of pressure $\Pi(x, y, t) = \Pi_0 \cdot (1 - 0.5 x^2/r^2)^{0.5}$, as already identified by Peyre et al. (2012), and with a maximum pressure value Π_0 directly dependent on laser power density ϕ (W/m²) according to Berthe et al. (1997).

In the Abaqus 2D model (5 mm x 1 mm), axisymmetric elements CAX4R were considered, with a 25 μm x 3 μm size. Elastic-plastic properties of T40 and A5754 were considered according to Table 1, and including a strain-rate sensitivity in terms of a Johnson-Cook's law. The interface between the two materials was considered as perfect, and no fracture criterion was used in this preliminary work whereas future investigations should use direct or cumulative fracture criteria.

2. Experimental results

2.1. Analysis of Ti/Al joints

The visual inspection of Ti/Al joints globally revealed a satisfactory aspect, despite the occurrence of ripples near the aluminum side (Figure 2), which seem to arise from a limited aluminum melt-pool flow, and the presence of Al_2O_3 non-melted layer remaining on the top surface of the liquid aluminum. This alumina layer was confirmed on CCD-cameras analysis on the whole melt-pool surface, except the irradiated zone which is expected to be hotter. For a large range of experimental conditions (Figure 3), apparently resistant assemblies were obtained, except for those carried out with insufficient laser power, for which wetting was inefficient, and those carried out with excessive laser power for which titanium melting occurred and provoked a macroscopic cracking when mixed with aluminum melt-pool. The width of the fusion zone W_{fz} of molten aluminum was found to be comprised between 5 mm and 7.5 mm, depending on the volumetric energy ϕ/V . However, the width of interfacial bonding $W_{wetting}$, determined on metallurgical cross-sections (Figure 4), is shown to be approximately 50 % to 70 % smaller than corresponding W_{fz} values. In spite of the use of fluxing to favor spreading of molten aluminum, a limited wetting width is obtained, which is expected to decrease the mechanical resistance of joints.

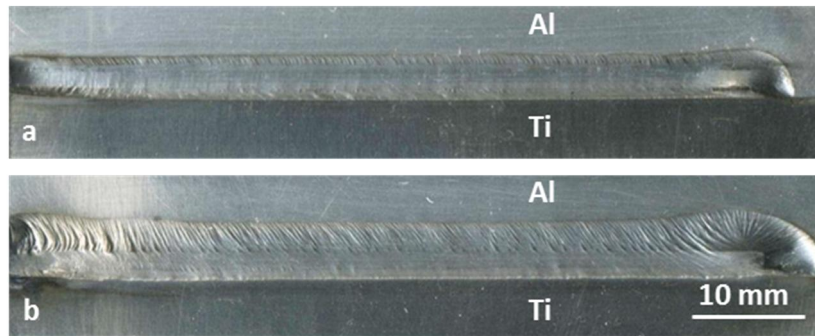


Figure 2: top view of Ti/Al joints (without filler wire), (a) $P = 2500 \text{ W}$, $v = 0.4 \text{ m/min}$, $\Phi/v = 8.3 \cdot 10^{10} \text{ J/m}^3$, (b) $P = 1500 \text{ W}$, $v = 0.1 \text{ m/min}$, $\Phi/v = 20 \cdot 10^{10} \text{ J/m}^3$

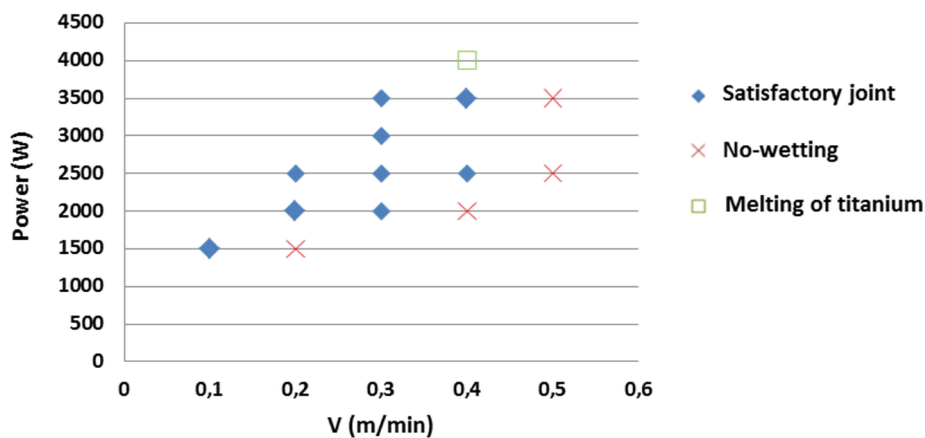


Figure 3: Results of Ti/Al joining tests versus scanning speed V and laser power P . At a given scanning speed, experiments carried out with insufficient power levels exhibit bad wetting whereas excessive laser power promote titanium melting. In-between these conditions, Ti/Al joints are satisfactory.

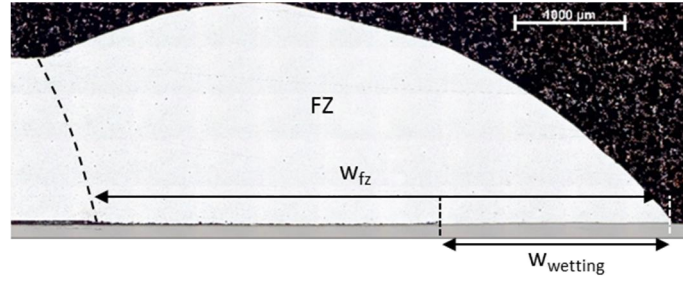
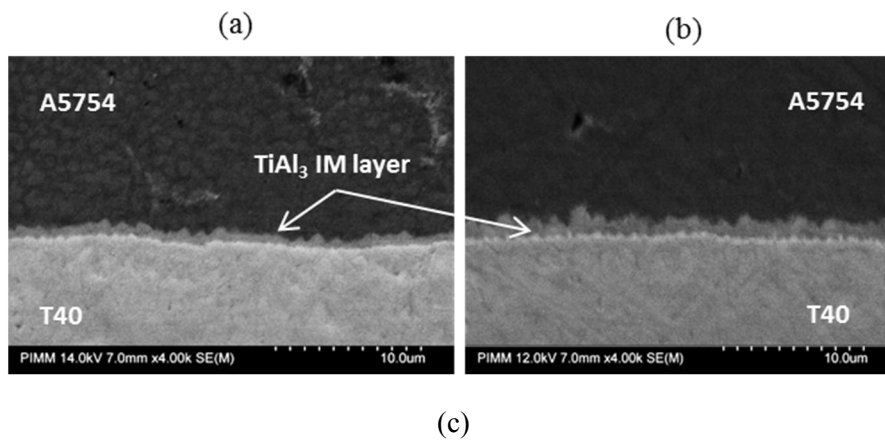


Figure 4: cross-section of a Ti-Al brazed joint without filler wire ($P=3500$ W, $V=0.3$ m/min). The wetted width W_{wetting} is less than half the total fusion zone width W_{fz} of aluminum.

The SEM analysis of interfacial layers indicates that a serrate-shape TiAl_3 intermetallic mostly forms between solid titanium and liquid aluminum, with thickness ranging between 0.5 and $2.4 \mu\text{m}$, which are constantly increasing with the volumetric energy ϕ/V (Figure 5). Such layers are thicker near the external edge of welds (near the maximum curvatur), where the laser-induced temperature profile was higher, and tend to decrease towards the internal part of the weld. For IM thickness below $0.5 \mu\text{m}$, it seems that interfacial bonding is not high enough to accommodate thermal stresses and shrinkage induced during cooling. The resulting effect is that molten aluminum is debonded from titanium, even if titanium has been correctly wetted. Consequently, a minimum interfacial temperature T_{int} is necessary to ensure an optimal bonding between Ti and Al. Compared with similar reactive wetting experiments carried out on Aluminum-steel joints by Peyre et al. (2007), interfacial layers were shown to be much thinner here, which reveals that diffusion coefficient of titanium in molten aluminum is smaller, or that passive layers formed on titanium or aluminum have not been sufficiently removed by fluxing, and have a played a role of solutal diffusion barrier.

EDS analysis were performed on fusion zones (FZ) and revealed a Mg depletion (-1.4%), which was attributed to the high temperatures reached in molten pools that promoted Mg vaporization ($T_v(\text{Mg}) = 1090^\circ\text{C}$).



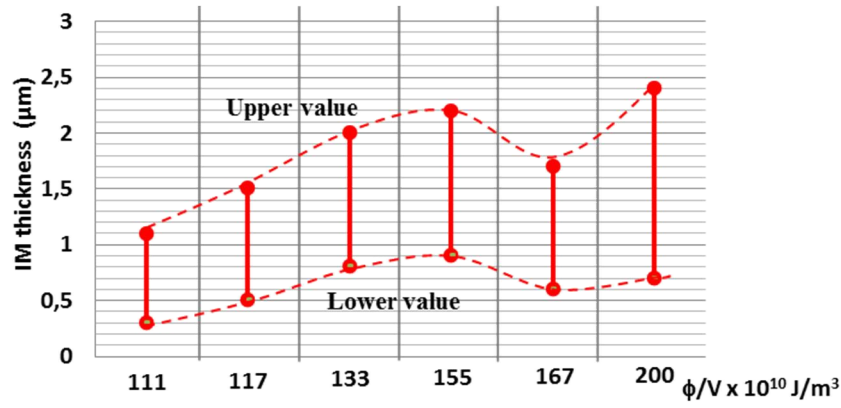


Figure 5: SEM analysis of interfacial layers. TiAl_3 intermetallic (IM) is mostly evidenced (SEM-EDS detection), with IM thickness ranging between 0.5 μm and 2.4 μm . (a) and (b): $P=3500 \text{ W} - V=0.3 \text{ m/min}$ at the internal (a) or external (b) side of the interface. (c) IM thickness versus volumetric energy ϕ/V .

Reactive wetting experiments carried out with Al5Si filler wire were also analyzed and compared with assemblies realized without filler material. For similar experimental conditions (P , V), the use of a 5 % Si filler wire did not produce significant modifications neither to the welds geometry, nor to the IM layer thickness or stoichiometry. However, an increase of the wire speed V_{wire} , and of the V_{wire}/V ratio was shown to induce a doming effect, mostly visible on cross-sections (Figure 6b). This dome-shape of the welds confirmed the rather poor wettability of titanium by molten aluminum for the experimental conditions considered here. Moreover, due to the offset of the laser spot towards the filler wire and the lower titanium sheet (the laser was half positioned on the wire and half on the Al sheet), and due to the oscillation of the wire, local fusions of the titanium occurred that did not interact with molten aluminum but are visible on top-views (Figure 6a).

Last, EDS analysis performed on 5754 fusion zone (FZ) revealed, as expected, a Si enrichment (+1.5 %), and a Mg depletion (-1.3 %) compared with the as-received alloy.

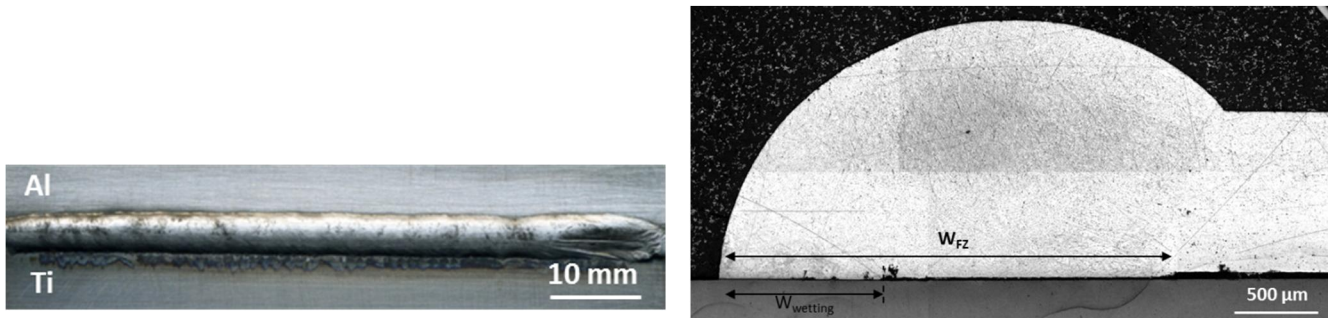


Figure 6: Top view and cross-section of a Ti/Al assembly with Al-5Si filler wire ($P=2500 \text{ W}$, $V=0.3 \text{ m/min}$, $V_{\text{wire}}=1.5 \text{ m/min}$): a large doming effect is shown due to an excessive filler wire speed

2.2. Mechanical behavior of Al/Ti joints

First of all, hardness filiations were done on metallurgical cross-sections. A tiny reduction (-5 % = from 59 $\text{HV}_{0.1}$ to 56 $\text{HV}_{0.1}$) of Vickers Hardness was evidenced in the fusion zone of Ti/Al assemblies without filler wire, compared with the initial A5754 alloy. This softening was mostly attributed to a small amount (-1 %) of vaporized Mg, which was confirmed by EDS measurements. With the use of 5% Si filler wire,

that increased the Si content in FZ up to 1-2 % Si, a solution-solid hardening (with possible contribution from precipitation hardening) was obtained, which increased the hardness up to 80-90 HV_{0.1}. This hardening was more pronounced with higher filler wire speeds that contributed to more significant increases of the Si content.

Tensile tests were carried out at 10^{-3} s^{-1} to estimate the mechanical resistance of joints. Due to the specific shape of overlap joints, some wedges were added to the samples (Figure 7a) to ensure as uniaxial as possible tensile loading. However, a tilt was systematically observed during the tests, so that tensile tests could not be considered as purely uniaxial. For this reason, results are not presented as (σ, ϵ) curves, but instead as $(F \text{ (N)}, e \text{ (mm)})$ curves (Figure 7a). Consequently, mechanical strengths were given in terms of N/mm. For instance, a 5000 N maximum strength obtained on a 20 mm-wide specimen corresponded to a 250 N/mm linear resistance. We also could evidence a dependence of tensile resistance versus contact width W_{wetting} between Ti and Al sheets (Figure 8): resistances to failure increase with W_{wetting} then saturate above 2.5 mm. Considering a maximum linear strength of 300 N/mm and a 2.5 mm wetting width, we can estimate a 120 MPa resistance for the joints, under a complex tensile/shear loading mode. Rather similar joint resistances were obtained with or without filler wire. Some 290 N/mm maximum values were obtained, and no clear dependence versus laser conditions (P, V) could be shown. For a single assembly, from which two tensile specimens were machined, a rather good reproducibility was obtained between the two tensile tests.

Because of the shape of the samples, special failure modes were shown. At the location where IM layer is too thin to ensure a contact between Al and Ti (end of W_{wetting} in Fig.4), a large stress concentration usually provokes crack initiation. In a second step, the crack remains in the aluminum, but propagates at a low distance from interface. Last, in a 3rd and final step, and favored by the macroscopic tilt of the sample (compensation sheets are not efficient anymore), the fracture path deviates in the fusion zone of A5754 (Figure 7b). In turn, such a failure came from a dual shear + tensile mode. An interesting point to notice is that Ti/Al interfacial layers (mostly TiAl_3) did not crack during tensile tests and always remained sound, whatever the process conditions. It was assumed that T40/ TiAl_3 /A5754 interface was tight and highly resistant. On a few samples (Figure 9), the near-interface was mostly sheared, resulting in a planar fracture aspect where cracks propagated.

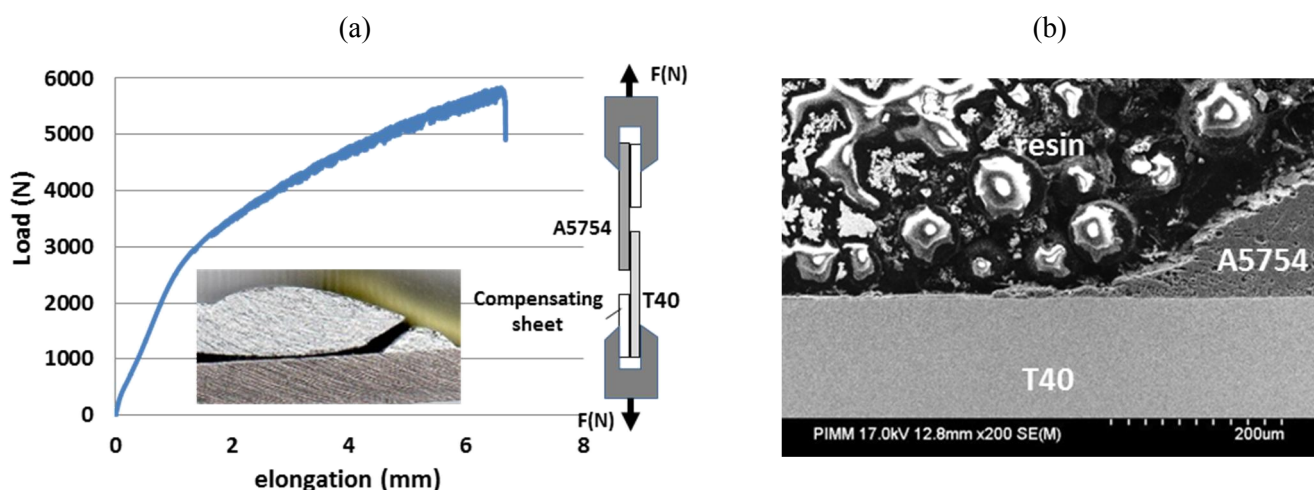


Figure 7: (a) Tensile curve obtained on a T40/A5754 joint without filler wire ($P=3500 \text{ W}$, $V=0.3 \text{ m/min}$), (b) cross-section of a fractured tensile specimen: the crack initiated at the triple point (inner end of the IM layer) where stress concentration are maximal, then propagated in the aluminium just above the IM layer, before fracturing the whole FZ

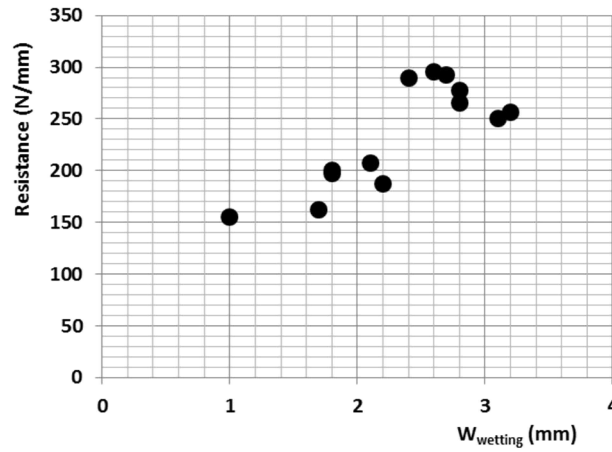


Figure 8: Dependence of the tensile resistance versus wetting width W_{wetting} . The resistance increases, then saturates above $W_{\text{wetting}} = 2.5$ mm

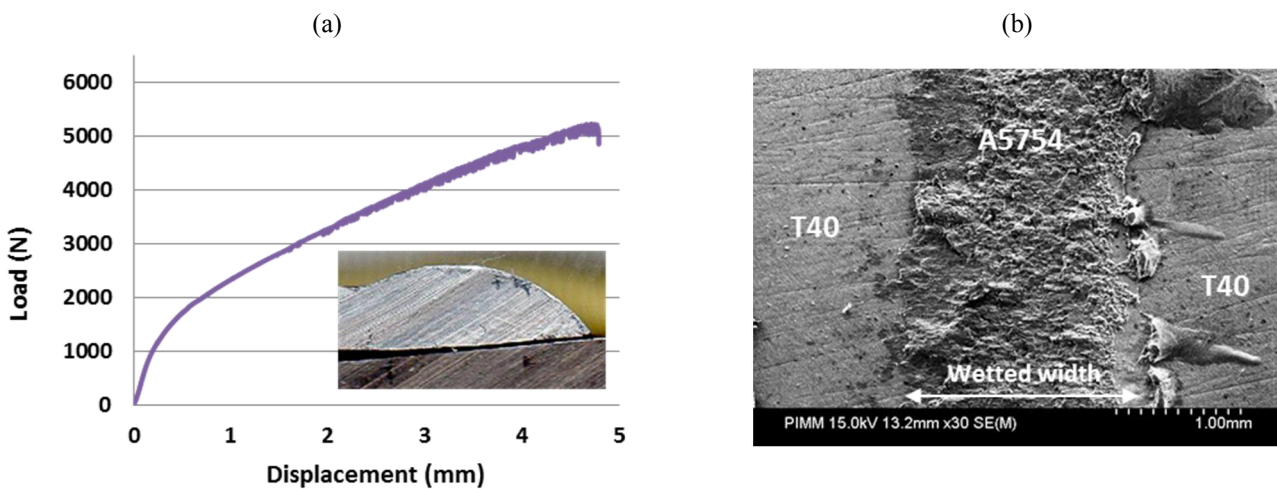


Figure 9: (a) Tensile curve obtained on a T40/A5754 joint with filler wire ($P=2000$ W, $V=0.3$ m/min, $V_{\text{wire}}=1.2$ m/min), (b) a planar fracture surface is obtained, just above the IM layer: the molten A5754 remains stuck to the T40

3. Characterization of Ti/Al interfaces using the LASAT bond test

3.1. Preparation of specific Ti/Al samples

The use of LASAT bond test is possible with or without additional diagnostic:

- (1) the first and simpler method consists in submitting the (coating + substrate) system to laser impacts of increasing power densities ϕ (W/m^2) in order to estimate a threshold above which a visible decohesion occurs (like a bulging effect). Combined with finite element simulation, and assuming the pressure versus power density dependence, this allows determining bond strengths;
- (2) the second method combines the first one, with a VISAR velocity diagnostic which is used for probing the back free surface of the (coating + substrate) system. A change in the back free velocity time profile $U_f=f(t)$ usually reveals the formation of voids or cracks in the system. This second approach is more accurate and allows determining the first steps of the interfacial decohesion, even in cases where bulging cannot be directly evidenced.

The use of LASAT bond test combined with VISAR velocimetry requires several interface properties for being applied accurately: first, interfaces need to be planar and sufficiently large (a few mm) for performing VISAR measurements with a 0.3 mm diameter argon laser probe beam. Another important

aspect to address is that front and back face of the assembly must be parallel so that shock wave propagations could accelerate the back free surface of the assembly in the direction opposite to the probe laser beam. Moreover, the thickness of the global assembly must be low enough to favor high interfacial applied stresses during the test. Consequently, our lap-joints were not found to be the best candidates for testing the LASAT technique on Ti/Al joints (interfacial zone was not wide enough, and the upper surface was convex). For this reason, a specific T40/A5754 assembly was realized in overlap condition, with a static laser irradiation on a (3 mm-diameter, 1.5 mm-height) A5754 laser-machined cylinder (Figure 10), allowing after melting and spreading to obtain a 5 mm wide axisymmetric interfacial area. After polishing the upper aluminum part, we could obtain two parallel faces, and a (0.4 mm A5754 / 0.4 mm T40) system which finally allowed us performing VISAR tests. For those tests, samples were mounted on a specific clamping device, with the aluminum side positioned towards the Ar probe laser, and the T40 side towards the shock generator laser (Figure 11). The thermo-hydraulic finite element simulation of this wetting was also carried out and is available in Dal et al. (2013).

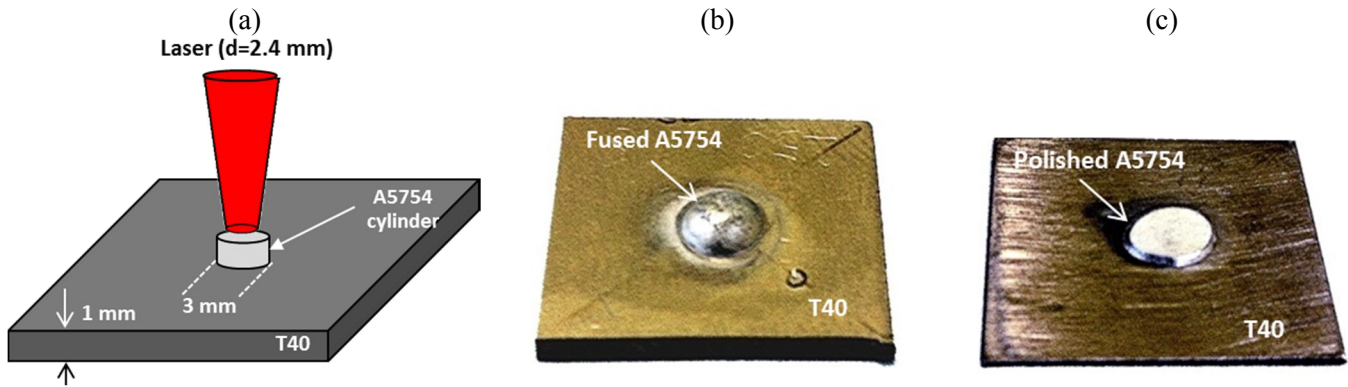


Figure 10: Fusion of a A5754 cylinder on a T40 sheet to prepare LASAT samples: (a) basic principle, (b) cylinder after melting and spreading, (c) A5754 cylinder and T40 sheet after melting-spreading and re-polishing on two sides: a system composed of 0.4 mm T40 / 0.4 mm 5754 is obtained, with a planar interface.

3.2. Experimental testing of Ti/Al interfaces

During the VISAR test, the Nd:YAG laser generates a high pressure plasma of Π_0 amplitude on T40, which globally accelerates the Ti/Al system, and its back free surface (the Al side). This acceleration of the back free surface provokes a Doppler shift $\Delta\lambda$ of the Argon probe wavelength, which is directly dependent on the free velocity $U_f(t)$ on a large range of time (a few μs). This method allows obtaining $U_f(t)$ signals corresponding to the velocity of the center of the polished A5754 cylinder. In case of a modification of Ti/Al interfacial conditions (formation of voids or cracks), a modification of the $U_f=f(t)$ profiles will systematically occur, usually in terms of a reduction a the velocity amplitude. With the use of finite element simulations, or simple (x,t) shock propagation diagrams (Figure 11b), the localization of tensile stresses at the interface becomes possible, mostly due to the crossing between release waves reflected on the back free surface, and the incident release wave that follows the incident shock wave. Two A5754 cylinder / T40 sheet assemblies were tested with the LASAT method, including 5 to 7 tests on each assembly. Prior to each assembly, A5754 cylinder were fluxed, in order to favor spreading, and

ensure as large as possible Al/Ti interfaces. A ($P=2000$ kW, $\tau=1$ s) laser pulse was used to melt and spread Al on the first assembly, and a ($P=2500$ kW, $\tau=1$ s) pulse for the second assembly.

LASAT tests were made as follows: several laser-induced shock waves with increasing pressure values were submitted in the T40 side, on the same location, until a reduction of free velocity was obtained at a Σ_{th} interfacial value, for which a damaging of the interface was considered. This approach, somewhat similar to the well-known stair-case method used for fatigue testing, assumed that shock waves inducing lower interfacial amplitudes than Σ_{th} ($\Sigma < \Sigma_{th}$) did not have significant effect (beneficial or not) on the interfacial behavior.

An example of experimental and simulated velocity profiles is shown in

Figure 12a, for a $\phi=3.2$ GW/cm² ($\Pi_0=2.7$ GPa). The first velocity peak exhibits a 128 m/s amplitude (point 1), and is followed by reflected peaks (points 3 and 4). Abaqus reproduced rather well those first three peaks of the velocity profile, and allowed us determining numerically the interfacial stress profile (Figure 12b): this indicated that a 0.81 GPa maximum uniaxial tensile stress was applied near the Ti /Al interface during the laser-shock loading.

Using the same procedure for increasing applied pressures, we could determine the bond strength of T40/A5754 joints.

This bond strength was estimated to $\Sigma_{22}^{th} = 0.68$ GPa (Figure 13), which can be considered as a relatively high value for a metal-metal bond strength, especially compared with the tensile strength of assemblies (0.12 GPa in section 2.2). However, it has to be reminded that laser-shock waves generate ultra-high dynamic deformation (10^6 s⁻¹) that tend to increase adhesion values compared with a quasi-static loading (scratch tests, interfacial indentation).

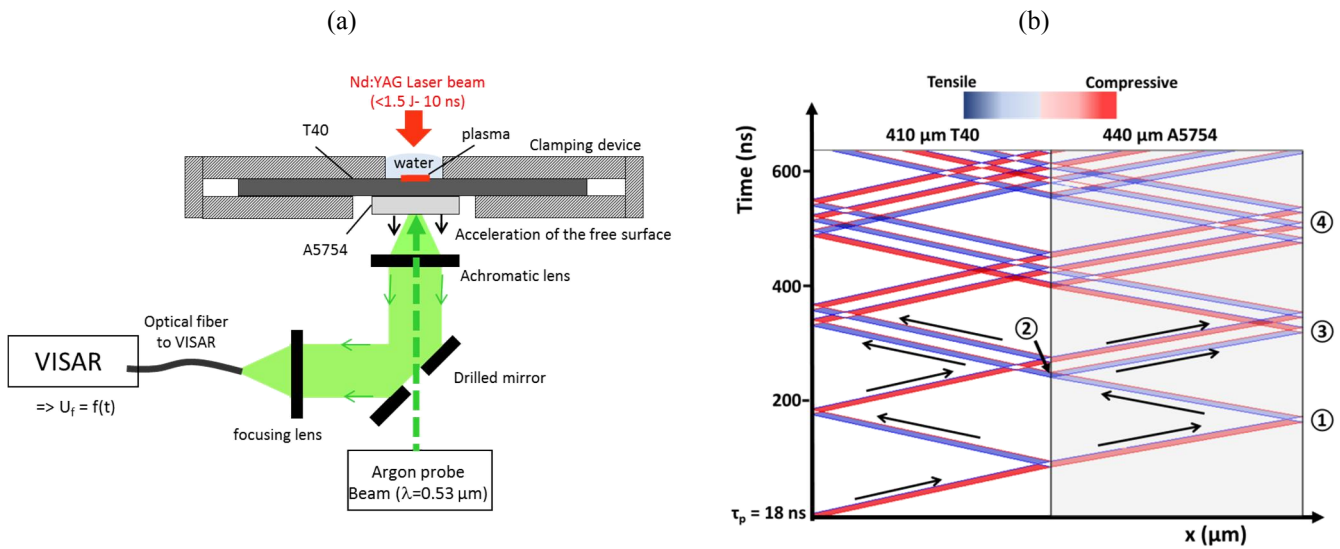


Figure 11: (a) Experimental detail of the LASAT bond test with VISAR, (b) (x,t) diagram of a (410 μm T40 + 440 μm A5754 system) impacted by a $\tau_p=18$ ns pressure pulse ($\approx 9-10$ ns laser pulse): a high amplitude tensile state is generated at the interface after 230 ns (point 2), by the crossing of incident and reflected waves.

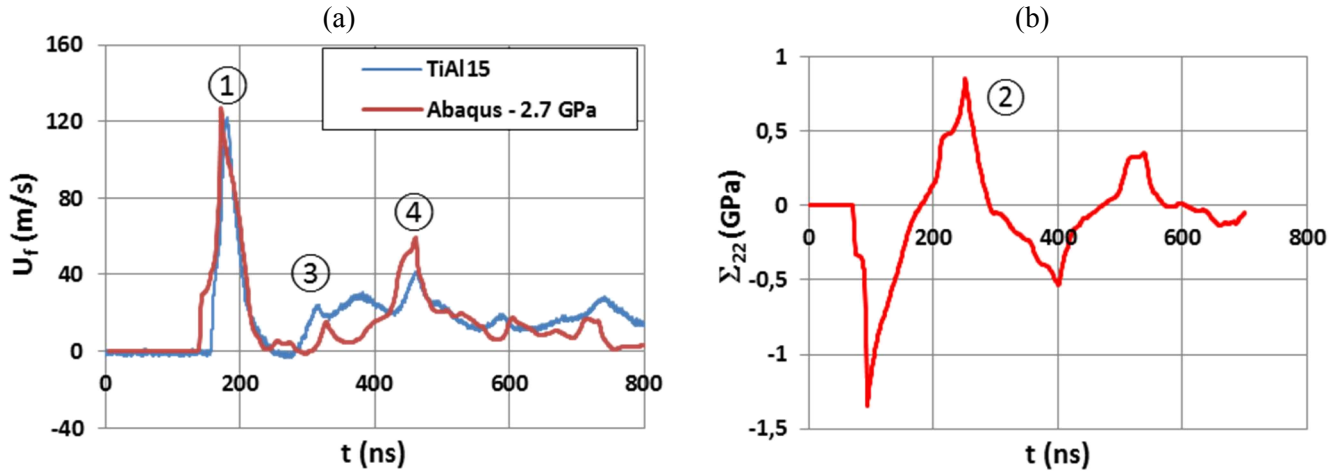


Figure 12: (a) Experimental VISAR free velocity profile behind a (410 μm T40 + 440 μm A5754 system) impacted by a $\phi=3.2$ GW/cm² laser pulse on a 1.5 mm diameter, and corresponding Abaqus simulation (estimated $\Pi_0 = 2.7$ GPa) points 1, 3 and 4 are those shown in

Figure 11b, (b) Uniaxial interfacial stress $\Sigma_{22}=f(t)$ profile calculated with Abaqus: a maximum $\Sigma_{22}=0.81$ GPa value is obtained.

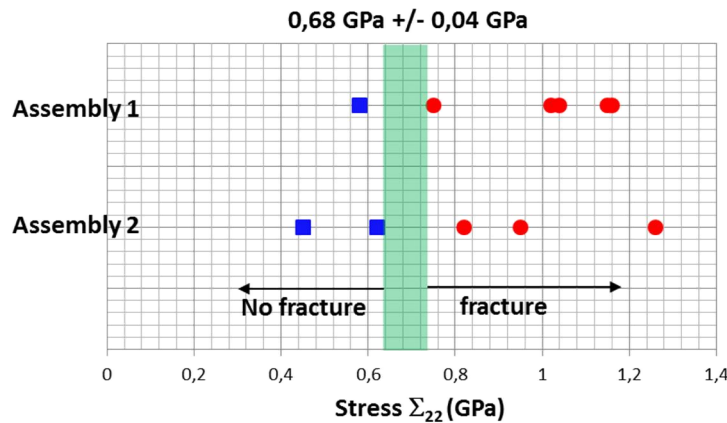


Figure 13: Experimental determination with VISAR of T40/A5754 bond strength. Each spot corresponds to the calculated Σ_{22} value of an experimental VISAR experiment. Above $\Sigma_{22} = 0.68$ GPa, corresponding to a maximum applied pressure of approximately $\Pi_0=2.2$ GPa on the front T40 face, a reduction of the maximum velocity U_f (m/s) is systematically observed on VISAR signals.

On the one hand, the potential of the LASAT technique for analyzing dissimilar joints was shown. On the other hand, the post-mortem analysis of cross-sections did not evidence macroscopic cracking near the interface, which seems to indicate that a local fracture occurred, clearly detected by VISAR, but that no full de-bonding could be generated at the Ti/Al interface. This may be due to the limited diameter (1.5 mm) of laser shock loading, and the limited mechanical impulse that was not sufficiently high to fracture entirely the interface. For this reason, future work should use higher energy lasers to provide larger spots (up to 5-6 mm in diameter), and higher mechanical impulses.

4. Concluding remarks

In this paper we considered the dissimilar laser joining of A5754 aluminum alloy with T40 titanium in lap joint condition. A brief process optimization was carried out that conduced us to use: (1) fluxing for favoring aluminum spreading and wetting on T40, and (2) black paint for enhancing laser absorptivity A (estimated to be near 0.4 after painting) and improving the global process efficiency. Microstructural and mechanical behavior of the assemblies carried out with or without filler wire were analyzed, and concluded to a limited depletion of Mg in fusion zones (FZ) assumed to be due to vaporization, and to rather sound and resistant TiAl_3 interface layers. The maximum resistances, obtained during tensile testing, were shown to be close to 300 N/mm, with fractures mostly occurring in the FZ, just above the intermetallic (IM) layer.

In a second step, specific T40/A5754 joints were performed, in terms of the fusion and spreading of a 3 mm –diameter 5754 cylinder on a T40 sheet, followed by polishing to ensure planar and parallel faces. This allowed us applying for the very first time the LASAT bond test to a dissimilar weld. Combining VISAR velocity measurements to numerical simulations, we could estimate an interfacial resistance (adhesion strength) of 0.68 GPa for a T40/A5754 joint bonded by a 2 μm -thick TiAl_3 layer. The only questionable point is that we could not identify precisely cracks coming from the LASAT test on post-mortem metallurgical cross-sections. This was ascribed to various potential factors such as: (1) the limited diameter of tensile zone at the interface (approximately 0.5 mm) that makes difficult the identification of cracks, (2) possible closure effects during shock waves propagation. For the very future, the LASAT technique seems to offer attractive aspects for testing dissimilar joints, especially by using larger spot diameters (> 5 mm) easily achievable by new generations of lasers. This should allow obtaining more macroscopic interfacial de-bonding for validating velocity measurements.

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